

Kings Aerodrome

Welcome!

to

Kings Aerodrome (CHL2)

... your new aviation home.

Notes from our President...

Visitors and Possible New Members,

I would like to thank-you for considering CHL2 as your new aviation home. We are run by aviators for aviators. As you read further, you will learn more about our business model. Please don't stop there, be sure to talk and visit with those that belong to CHL2, and why they love it here.

Hello Members,

I would like to thank all of those that have been part of getting CHL2 to what we have today. Your investments, time and energy have been crucial ... they have been much noticed and much appreciated!

In this document, you will find our updated approach to our Aerodrome, and for all of you as important members. This is all exciting!... the structure is fairly simple, and the overall costs have been reduced.

If you have any detailed questions, please contact Karl Deter. I have asked Karl and KingsAero Tech to start doing the billing and a bunch of the communicating for CHL2. Also, Karl and KingsAero Tech have agreed to manage of our facilities and infrastructure. Karl is fulltime and very committed to CHL2. Confidently, he has left the security of Michelin, to make CHL2 the focus of his career.

Wishing you sunny skies and never-ending tail winds,
Ron Testroete

** All monthly fees are processed on recurring credit card or PAD. All fees are HST extra.

** Annually all rates will have small inflationary increases.

Kings Aerodrome

Our Aerodrome Management Team

Correspondence sent to inquiry@CHL2.ca is received by all of our team, simultaneously.

CHL2 President

Ron Testroete

Ron is our founder and continues to be very visible at CHL2. Ron is the largest stakeholder in CHL2. Without Ron, there would be no CHL2.

CHL2 Facilities Manager

kdeter@KingsAero.com

text (902) 670-2118

Karl Deter

Karl is our main continuity at CHL2. As an AME and partner in KingsAero Tech Inc., he is at the aerodrome most of the work week.

Karl is responsible for all CHL2 facilities and maintenance. Our great team of volunteers report to and work closely with Karl. Almost all CHL2 day-to-day decisions and activity fall under Karl.

CHL2 Business Development

gsquires@KingsAero.com

text (902) 300-0555

Gordon Squires

Gordon is a key stakeholder in CHL2. He is the point person for new leases, reviewing leases, and some member communications.

Gordon is the person to see if you have some business idea that you think would bring value to CHL2... even things that are outside of our normal services and fees.

Gordon oversees much of the back office administrative parts at CHL2.

CHL2 Financial Comptroller

Doug Kaizer

Doug was absolutely vital in the starting of CHL2, and continues strongly in the background on topics that ensure a strong structure and financial stability.

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Kings Aerodrome (CHL2)
and
CHL2 Aviation Inc.
and
Kings Aviation Society (KAS)

CHL2 is the Transport Canada designation for Kings Aerodrome (also know as Hillaton).

CHL2 Aviation Inc. is the legal owner of Kings Aerodrome.

Kings Aviation Society is a Nova Scotia non-profit society. Its purpose is to advance aviation and aviation safety in Kings County, with a particular focus on CHL2 Aerodrome. All CHL2 aerodrome users are members of Kings Aviation Society. Kings Aviation Society is the structure that brings us all together for social and safety related events.

CHL2 Aerodrome Usage Fees (effective April 2019)

Planes

- Visitor Landing Fees \$ FREE
- Visitor Overnight Tie-down (self-pay online) \$ 10 / night
- Visitor or Member Exterior Tie-downs \$ 100 / mo
- Hangar Space for most GA Aircraft \$ 350 / mo
- Hangar Space for a Challenger II (or smaller) sized aircraft \$ 250 / mo
- Heated Hangar Space \$ 450 / mo

All aircraft must have a PPR (no exceptions)... see website... its easy.

Members (Pilots, supporters, companies, and others)

- Individual Pilots and Others \$ 50 / mo
- Commercial Membership Fee (ie. DNR, MBS, etc.) \$ 1,200 / year
- Kings Aero Tech Inc. 4 % of sales
- Flight Training Unit (future plan) 4 % of sales
- Parachute Operator (future plan) 4 % of sales

Hangar Owners

- Once only, fee and raw land lease to build a hangar \$ 20,000 once only
- Ongoing Land Rent \$ 300 / mo

It is important to note that hangar owners get to rent out space and keep the revenue.

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Member Rules and Aerodrome Guidelines for Everyone

1. Like mom used to say, “Be sure to leave everything better than you found it.”
2. All aircraft movements or storage require a PPR... see our website... it real easy.
3. All visitors are to stay on the non-aviation side of the fence, unless accompanied by a member.
4. Safety and Ground Airmanship will always be maintained to a high standard:
 - a. Members take responsibility for the behaviour of the people you bring with you. Whatever they say or do, will be regarded is the same as if it is you.
 - b. Airplanes are both strong and delicate... no handling someone’s aircraft without their permission.
 - c. Do not move someone’s aircraft without their permission, excepting for authorized CHL2 employees, or if a tenant’s landlord has written Landlord Rules to permit you.
 - d. No interrupting a pilot who is doing a pre-flight inspection... give them lots of space.
 - e. No interrupting an AME or pilot conducting maintenance.
 - f. If you want to take someone’s time at the airport, be mindful whether they are there for leisure or are working ‘on the clock’. Workers ‘on the clock’ need to be productive. If you want their time be respectful and ask for it... don’t be presumptuous and take it.
 - g. Transport Canada is our regulator and should be discussed with respect.
 - h. Greenwood (CYZX) is a great neighbour, and should be discussed with respect.
5. Fuel and Fuel Stores:
 - a) Types of fuel being sold by CHL2 are not allowed to be brought to CHL2.
 - b) No fuels (gas, JetA1, mogas, propane, diesel, etc) are allowed to be stored or kept in a hangar or within 50’ of a hangar. The exceptions are:
 - Fuel in an airworthy aircraft.
 - Fuel in a road approved vehicle.
 - Permanent Propane Tanks – require NS regulated propane installation approval.
 - 20 lb propane tank – ONLY for and during KAS BBQ social events
 - c) Aircraft with any fuel leaks will be tied-down outdoors and at least 100’ from any hangars or structures of any kind.
 - d) No exterior or mobile fuel tanks are permitted.
 - e) Portable fuel jugs (with fuel) used to bring permitted fuel to CHL2 are allowed in and within 50’ of a hangar, for 1 hour, if continually attended to.
6. Aircraft Engine Heating or Pre-heating:
 - a) Aviation approved permanently installed electric engine heaters, are permitted in hangars.
 - b) Propane pre-heaters are permitted if the aircraft and heater are outdoors. If the hangar door is ever open during the pre-heating the aircraft must be 50’ from the hangar. If the hangar door is always closed, the plane and heater must be at least 20’ from the hangar.

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7. Hangar Heating
 - a) Electric Heater – Must meet Nat Building Code. Require NS Power permit and approval.
 - b) Electric Portable or Plug-in Heater – Must 100% be continually attended to. Must be 24" minimum above the floor, and 8' minimum from all aircraft and fuel sources. If you leave the building, you must turn off and unplug the heater.
 - c) Propane Heaters – require NS regulated propane installation approval and inspection.
 - d) Propane Portable – prohibited
 - e) Oil, wood and other fuels not listed above – prohibited

8. Aircraft maintenance at CHL2 is an exclusivity that has been provided to KingsAero Tech Inc. This was required in order for them to make their very substantial investment in our aerodrome. They pay for this privilege, thus supporting our CHL2 infrastructure. There are 2 exception to this exclusivity:
 - a. Any CHL2 based aircraft may leave CHL2 to have any maintenance done anywhere.
 - b. Any CHL2 aircraft owner, may personally turn wrenches on their own private aircraft.

9. Aircraft rebuilding or building at CHL2 is restricted. It may only be performed by:
 - a) Kings AeroTech Inc.
 - b) The aircraft owner, if written permission is obtained from CHL2 Aviation Inc., AND written permission from your Landlord.

10. For hangar tenants, unless your landlord's written rules allow otherwise, all hangar doors will be closed as soon as your aircraft is moved in or out.

11. For hangar tenants, if your landlord's written rules allow you to move other people's aircraft in your hangar, it is NOT allowed to be left outside while you fly. If your landlord's written rules clearly state that you may leave it outside, it must be fully tied-down.

12. Exterior Aircraft must be well secured, and no derelicts allowed:
 - a) Tie-downs are always the responsibility of the aircraft pilot and owner to ensure they are adequate, safe and used. This includes tie-down infrastructure provided by CHL2.
 - b) All exterior aircraft must have current Airworthiness Cert, AAIR, CofR and Insurance.

13. Aircraft owners and pilots, who call CHL2 home (even part years), must sign the CHL2 Member Agreement.

14. All aircraft owners and pilots are solely responsible for their aircraft and related insurance. This includes all damages of all types. The aerodrome or hangar owner are never responsible for any damages. Be sure to have your aircraft properly insured. Be sure to further review your required PPR to be at CHL2.

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Hangar Tenant Rules

1. The rules of your hangar are up to your Landlord, with the exception of the Aerodrome Rules and Guidelines which may not be changed by your Landlord. You are always required to follow the Aerodrome Rules and Guidelines.
2. Tenants will follow their Landlord's written rules. If your landlord has no written rules these Hangar Tenant Rules apply to you.
3. Your tenancy includes:
 - a) Your landlord's designated location for your aircraft.
 - b) Electricity for lights and the main hangar door while you take your aircraft in and out.
 - c) Electricity for a permanently installed engine heater, for up to 1 hour before flying.
 - d) No electricity for other things. (ie. A/C cooling, heaters, power tools, appliances, etc.)
4. Heated hangars are to have the thermostats left as per the landlord. No changing the thermostat.
5. Hangar security is the responsibility of your landlord and all tenants in your hangar. Each of you are to always lock-up when you leave, even if you found your hangar unlocked.
6. Anytime your Landlord provides an exception to his written rules, or to paragraph 3, 4 or 5 in these Hangar Tenant Rules, you are to respectfully regard it as a once only exception. Future exceptions are fine, but each should be respectfully requested and granted again.

Our Old CHL2 Aviation Inc. Shareholder / Membership Model

Back in 2017 and 2018, with the very best of intentions, we started with a very different business model. Obviously, it has not worked well. It was just too expensive and complicated for most people to get their heads around.

Effective immediately the old shareholder/membership model is not available. It is being phased out. In most scenarios, the new model is noticeably, cheaper for everyone... enabling more people to enjoy and be part of our Aerodrome.

To be fair to those who paid into the old model, the money they paid in, maybe retroactively calculated and applied toward the new model. As needed, on a one-by-one basis, this calculation will be done. If this allies to you, please contact Gordon if you want this calculation done for you.

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